



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TALLAHASSEE, FL	<b>Accident Number:</b>	MIA90FA050
<b>Date &amp; Time:</b>	01/05/1990, 2008 EST	<b>Registration:</b>	N7030Y
<b>Aircraft:</b>	PIPER PA-30	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

WHILE ON AN IFR FLIGHT PLAN IN IMC CONDITIONS, THE PILOT WAS CLEARED FOR AN ILS APPROACH TO RUNWAY 27 AT TALLAHASSEE REGIONAL AIRPORT, TALLAHASSEE, FLORIDA. THE PILOT STATED THROUGHOUT THE APPROACH, HE HAD PREPARED HIMSELF MENTALLY TO FLY THE PUBLISHED MISSED APPROACH ABOVE THE PUBLISHED DECISION HEIGHT. HE FURTHER STATED THE AIRPLANE WAS FLOWN BELOW THE GLIDE PATH AND TO THE RIGHT OF THE FINAL APPROACH COURSE. AT 300 FEET AGL THE PILOT LOOKED OUTSIDE THE AIRPLANE SEARCHING FOR THE RUNWAY ENVIRONMENT. HE SAW LIGHTS AND A YELLOW ROTATING BEACON AND BECAME SPATIALLY DISORIENTED AND FIXATED ON THE ROTATING BEACON. HE DID NOT INCREASE HIS SCANNING OR RETURN HIS VISION BACK INSIDE TO THE AIRPLANE'S FLIGHT INSTRUMENTS AND CRASHED. THE AIRPLANE WAS DESTROYED. THE PILOT AND ONE PASSENGER SUSTAINED SERIOUS INJURIES. THE SOURCE OF THE ROTATING BEACON WAS NOT DETERMINED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT FACTOR IN THAT HE FAILED TO MAINTAIN A/C CONTROL IN INSTRUMENT METEOROLOGICAL CONDITIONS DUE TO SPATIAL DISORIENTATION CAUSED BY FIXATION OF AN UNDETERMINED LIGHT SOURCE.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH

### Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. (C) SPATIAL DISORIENTATION - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) DECISION HEIGHT - NOT MAINTAINED - PILOT IN COMMAND
5. (C) MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

### Findings

6. (C) TERRAIN CONDITION - GROUND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/25/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	476 hours (Total, all aircraft), 164 hours (Total, this make and model), 400 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N7030Y
<b>Model/Series:</b>	PA-30 PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-31
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	11/06/1989, Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	10 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3578 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-B1A
<b>Registered Owner:</b>	CALLEY, NICHOLAS O	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	CALLEY, NICHOLAS O.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Not Reported
Observation Facility, Elevation:	TLH, 81 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1952 EST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18° C / 18° C
Precipitation and Obscuration:			
Departure Point:	BROOKSVILLE, FL (BKV)	Type of Flight Plan Filed:	IFR
Destination:	TALLAHASSEE, FL (TLH)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH	Report Date:	09/21/1992
Additional Participating Persons:	JAMES ORTIZ; JACKSONVILLE, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).